

**IN THE CLAIMS**

Please amend the claims as shown below, in which deletions are indicated by strikethrough and/or double brackets, and additions are indicated by underscoring. This listing of claims will replace all prior versions, and listings, of claims in the application.

Claim 1 (original). A theft-deterrent device for a vehicle, comprising:

a receiver for receiving at least one lock position signal from a remote operation device;

a processor for determining whether or not an ID included in the lock position matches a stored ID;

a primary lock mechanism for responding to the lock position signal when the IDs match to lock or unlock the vehicle;

an actuator for driving the primary lock mechanism, and

a theft-detection unit detecting movement and for generating an alarm signal when the vehicle is moved when the receiver has not received an unlocking signal including an ID matching the stored ID;

wherein the receiver, processor, primary lock mechanism, actuator and theft-detection unit are comprised in a module within a single housing.

Claim 2 (currently amended). The theft-deterrent device of claim 1, wherein the theft-deterrent device is for a two-wheeled vehicle having a handlebar, and the primary lock mechanism is

engagable with a rotating shaft of ~~of~~ the handlebar to lock a vehicle, and wherein the module is adapted to be situated near the rotating shaft of the handlebar.

Claim 3 (original). The theft-deterrent device of claim 1, wherein the theft-detection unit comprises a vibration sensor, and is configured to detect when the vehicle is moved without a required operation having been performed, and to generate a theft-detection signal in response to such movement.

Claim 4 (currently amended). ~~The theft-deterrent device of claim 1,~~ A theft-deterrent device for a vehicle, comprising:

a receiver for receiving at least one lock position signal from a remote operation device;

a processor for determining whether or not an ID included in the lock position matches a stored ID;

a primary lock mechanism for responding to the lock position signal when the IDs match to lock or unlock the vehicle;

an actuator for driving the primary lock mechanism, and  
a theft-detection unit detecting movement and for generating an alarm signal when the vehicle is moved when the receiver has not received an unlocking signal including an ID matching the stored ID;

wherein the receiver, processor, primary lock mechanism, actuator and theft-detection unit are comprised in a module within a single housing, and

wherein the theft-detection unit comprises a steering angle sensor and is configured to detect when a handlebar steering angle has been changed by a predetermined amount without a required operation having been performed, and to generate a theft-detection signal in response to such change in the steering angle.

Claim 5 (original). The theft-deterrent device of claim 1, further comprising an alarm buzzer which is capable of being energized in response to the theft-detection signal.

Claim 6 (original). The theft-deterrent device of claim 5, wherein the alarm buzzer is separate from a vehicle horn, and is included within said module.

Claim 7 (currently amended). The theft-deterrent device of claim 1, further comprising a seat lock, wherein the theft-deterrent device is for a two-wheeled vehicle having a seat, and the seat lock is locked and unlocked in coordination with locking and unlocking of said primary lock mechanism.

Claim 8 (original). A theft-deterrent device for a vehicle, comprising:  
a receiver for receiving at least one lock position signal from a remote operation device;  
a processor for determining whether or not an ID included in the lock position matches a stored ID;

a lock mechanism for responding to the lock position signal when the IDs match to lock or unlock the vehicle;

an actuator for driving the lock mechanism, and

a theft-detection unit detecting movement and for generating an alarm signal when the vehicle is moved when the receiver has not received an unlocking signal including an ID matching the stored ID;

wherein the receiver, processor, lock mechanism, actuator and theft-detection unit are comprised in a module within a single housing;

and further wherein the primary lock mechanism is engageable with a rotating shaft of a handlebar to lock a vehicle, and the module is situated near the rotating shaft of the handlebar.

Claim 9 (original). The theft-deterrent device of claim 8, wherein the theft-detection unit comprises a vibration sensor, and is configured to detect when the vehicle is moved without a required operation having been performed, and to generate a theft-detection signal in response to such movement.

Claim 10 (currently amended). ~~The theft-deterrent device of claim 8,~~ A theft-deterrent device for a vehicle, comprising:

a receiver for receiving at least one lock position signal from a remote operation device;

a processor for determining whether or not an ID included in the lock position

matches a stored ID;

a lock mechanism for responding to the lock position signal when the IDs match to  
lock or unlock the vehicle;

an actuator for driving the lock mechanism, and

a theft-detection unit detecting movement and for generating an alarm signal when the  
vehicle is moved when the receiver has not received an unlocking signal including an ID  
matching the stored ID;

wherein the receiver, processor, lock mechanism, actuator and theft-detection unit are  
comprised in a module within a single housing;

and further wherein the primary lock mechanism is engageable with a rotating shaft of a  
handlebar to lock a vehicle, and the module is situated near the rotating shaft of the handlebar,

wherein the theft-detection unit comprises a steering angle sensor and is configured to detect when a handlebar steering angle has been changed by a predetermined amount without a required operation having been performed, and to generate a theft-detection signal in response to such change in the steering angle.

Claim 11 (original). The theft-deterrent device of claim 8, further comprising an alarm buzzer which is capable of being energized in response to the theft-detection signal.

Claim 12 (original). The theft-deterrent device of claim 11, wherein the alarm buzzer is separate from a vehicle horn, and is included within said module.

Claim 13 (currently amended). The theft-deterrent device of claim 8, further comprising a seat lock, wherein the theft-deterrent device is for a two-wheeled vehicle having a seat, and the seat lock is locked and unlocked in coordination with locking and unlocking of said primary lock mechanism.

Claim 14 (original). A theft-deterrent device for a vehicle, comprising:

- a receiver for receiving at least one lock position signal from a remote operation device;

- a processor for determining whether or not an ID included in the lock position matches a stored ID;

- a primary lock mechanism for responding to the lock position signal when the IDs match to lock or unlock the vehicle;

- an actuator for driving the lock mechanism, and

- a theft-detection unit detecting movement and for generating an alarm signal when the vehicle is moved when the receiver has not received an unlocking signal including an ID matching the stored ID, said theft-detection unit comprising a vibration sensor and being configured to detect when the vehicle is moved without a required operation having been performed, and to generate a theft-detection signal in response to such movement;

wherein the receiver, processor, primary lock mechanism, actuator and theft-detection unit are comprised in a module within a single housing.

Claim 15 (original). The theft-deterrent device of claim 14, further comprising an alarm buzzer which is capable of being energized in response to the theft-detection signal.

Claim 16 (original). The theft-deterrent device of claim 15, wherein the alarm buzzer is separate from a vehicle horn, and is included within said module.

Claim 17 (currently amended). The theft-deterrent device of claim 1, further comprising a seat lock, wherein the theft-deterrent device is for a two-wheeled vehicle having a seat, and the seat lock is locked and unlocked in coordination with locking and unlocking of said primary lock mechanism.

Claim 18 (original). A theft-deterrent device for a vehicle, comprising:

a receiver for receiving at least one lock position signal from a remote operation device;

a processor for determining whether or not an ID included in the lock position matches a stored ID;

a primary lock mechanism for responding to the lock position signal when the IDs match to lock or unlock the vehicle;

an actuator for driving the lock mechanism, and

a theft-detection unit detecting movement and for generating an alarm signal when the vehicle is moved when the receiver has not received an unlocking signal including an

ID matching the stored ID, said theft-detection unit comprising a steering angle sensor and being configured to detect when a handlebar steering angle has been changed by a predetermined amount without a required operation having been performed, and to generate a theft-detection signal in response to such change in the steering angle; wherein the receiver, processor, primary lock mechanism, actuator and theft-detection unit are comprised in a module within a single housing.

Claim 19 (original). The theft-deterrent device of claim 18, further comprising an alarm buzzer which is capable of being energized in response to the theft-detection signal.

Claim 20 (original). The theft-deterrent device of claim 19, wherein the alarm buzzer is separate from a vehicle horn, and is included within said module.